



City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Application Number: 3018206
Applicant Name: Ralph Allen of Grace Architects
Address of Proposal: 400 Roy St

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 5-story building containing 65 residential units with 3,458 sq. ft. of retail space. Parking for 33 vehicles to be provided partially below-grade. Existing structures to be demolished.

The following approvals are required:

Design Review with Departures (Seattle Municipal Code 23.41)*

SEPA - Environmental Determination (Seattle Municipal Code Chapter 25.05)

** Departures are listed near the end of the Design Review Analysis in this document*

SEPA DETERMINATION:

Determination of Non-significance

- ☐ No mitigating conditions of approval are imposed.
- ☒ Pursuant to SEPA substantive authority provided in SMC 25.05.660, the proposal has been conditioned to mitigate environmental impacts

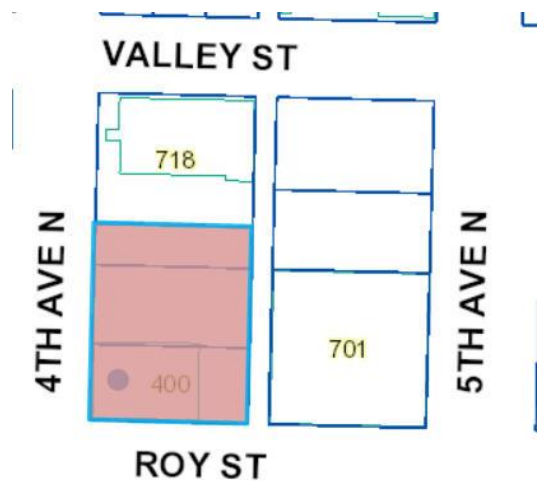
SITE AND VICINITY

Site Zone: Neighborhood Commercial 3-40 (NC3-40)

Nearby Zones: North: LR3
South: NC3-40, NC3-85
West: NC3-40, LR3
East: NC3-40

ECAs: Steep Slope

Site Size: 18,000 sq. ft.



Public Comment

The public comment period began on June 1, 2015. In addition to the comment(s) received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to loss of views. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and SMC 25.05.

I. ANALYSIS – DESIGN REVIEW

CURRENT AND SURROUNDING DEVELOPMENT; NEIGHBORHOOD CHARACTER

Directly to the north is a three-story apartment building constructed in 1958. To the east across the alley is a single-story commercial structure built in 1951. That site has gone through Early Design Guidance and made MUP application, for a five-story structure with residential units, live/work units and below grade parking, under project #3015918. At the corner across 4th Ave N to the west is a small two-story structure with a restaurant at the ground level. North of the structure is a single family house converted into a duplex and a three-story apartment building constructed in 1909. Directly across Roy St is a three-story apartment building constructed in 1910 and a two-story commercial structure converted from a 1908 residential structure. Kitty corner to the site across both Roy St and 4th Ave N is a three-story Seattle Center parking structure built as part of the 1962 World Fair.

Roy St, along with Mercer St one block to the south, are zoned commercial streets that buffer the residential zones to the north that climb up Queen Anne Hill, and the grounds of Seattle Center and the Gates Foundation campus to the south. To the west along Roy St are smaller scale restaurants, a hotel, and apartment structures. The newer residential developments have small ground floor commercial uses. Further west is a full block development with a large grocery store, drug store and smaller commercial spaces. To the east, Roy St is developed with apartment buildings, hospitality structures, older office structures and a full block mixed use structure with residential units, a large grocery store and commercial spaces.

Bus routes run on Roy St, 5th Ave N and Mercer St. The pedestrian and vehicle volumes on the streets are heavily influenced by Seattle Center's schedule. Nearby Seattle Center offers open space and cultural opportunities.

The site is located within the Uptown Urban Village.

INITIAL EARLY DESIGN GUIDANCE January 21, 2015

The packet includes materials presented at the meeting, and is available online by entering the project numbers 3018206 at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

The following public comments were offered at the meeting:

- Concerned that the proposed development will be much larger than the existing surrounding buildings and will have a disproportionate influence on the residential neighborhood character.
- Encouraged the building to look residential and value the current residential character.

FINAL EARLY DESIGN GUIDANCE March 18, 2015

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PUBLIC COMMENT

No public comments were offered at the meeting.

INITIAL RECOMMENDATION MEETING January 20, 2016

The packet includes materials presented at the meeting, and is available online by entering the project numbers 3018206 at this website:

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Address: 700 Fifth Ave., Suite 2000
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PUBLIC COMMENT

No public comments were offered at the meeting.

FINAL RECOMMENDATION MEETING March 16, 2016

The packet includes materials presented at the meeting, and is available online by entering the project numbers 3018206 at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the file, by contacting the Public Resource Center at SDCI:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

PUBLIC COMMENT

No public comments were offered at the meeting.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

INITIAL EARLY DESIGN GUIDANCE: January 21, 2015

- 1. Massing and Design: The Board noted that the massing options presented lacked a cohesive or compelling design and directed the applicant to return for a Second EDG meeting. Design a scheme that has a clear architectural concept and expression that will inspire as a catalyst for residential development in the neighborhood. The Board encouraged use of the Uptown Park Design Guidelines as a design guide. The Board supported two different expressions, one of a commercial nature along Roy St. and a more residential expression uphill. (CS2.A.1, CS2.D.3, CS3.A.4, DC2.A.1&2)**
 - a. Use the commercial street-frontage along Roy St and the residential use ‘uphill’, to define the massing. (CS1.C.1, CS2.I.i)
 - b. Design the residential massing of the building to have a residential scale and character. Consider the design language of townhouses. (DC2.A.1&2, PL3.A.3)
 - c. Configure the upper level setback, due to power lines along Roy St, to support the design concept. (DC2.B.1)
 - d. Consider a massing design with a courtyard. (DC3.A.1)
 - e. Consider the relationship to the alley and potential future development to the east. (DC2.B.1)
 - f. Design the open space as outside spaces or rooms. (CS2.B.3, DC3.B.1)
- 2. Entries: The Board supported the separation of entries for the residential and commercial uses and provided the following guidance: (PL2.II.i, PL3.A.1&2)**
 - a. Keep the residential entry on 4th Ave N. (PL3.A.1, PL2.I.i)
 - b. Design the relationship of the retail entries to grade, to provide a strong visual and physical connection. (PL2.II.i, PL3.C.1)
 - c. Design the building entrances to contribute to activation of the streets. (PL2.I.ii)
 - d. On 4th Ave N, provide a landscaped setback from the sidewalk to provide a transition to the private residential space. (PL1.I.ii, PL3.II.i, DC3.I.i)
- 3. Pedestrian and Open Space: The Board gave the following guidance:**
 - a. Design the corners of the building to promote activity. (CS2.II.ii, DC2.B.2)
 - b. Design the open space as outside spaces or rooms. (CS2.B.3)
 - c. Consider a scheme with a courtyard. (DC3.A.1, DC3.B.1)

- 4. Streetscape: The Board stated that the design of the retail space needs to have a strong connection to Roy St., and gave the following guidance: (PL2.II.i, PL3.C.1, PL3.II.i)**
- Design the relationship of the retail entries to grade to provide a strong visual and physical connection. (PL2.II.i, PL3.C.1)
 - Provide overhead weather protection along Roy St. (DC2.III.iii)
 - Provide bike racks for retail users. (PL4.B.2)
 - Design 4th Ave N and Roy St. to be easily walkable. (CS2.B.2, CS2.I.i, PL2.A.1)
 - On 4th Ave N provide a landscaped setback from the sidewalk to provide a transition to the private residential space. (PL3.II.i, DC3.I.i)
 - Design the corners of the building to promote activity. (CS2.II.ii, DC2.B.2)

At the Second EDG meeting provide the following:

- Provide sketches/renderings that highlight the overall massing and the retail and residential entries.
- Provide eye level sketches of the site from Roy St, 4th Ave N and the alley.
- Provide an east/west section to scale showing the relationship of the development to future development on the east side of the block.
- Ensure the concept is designed to meet the FAR and greenfactor requirements.

FINAL EARLY DESIGN GUIDANCE: March 18, 2015

- 1. Massing and Architectural Concept: The Board appreciated the massing transition from the commercial expression along Roy St. to the residential expression along 4th Ave N. They expressed that the 'heavier' massing of the proposed brick facade along Roy St. should be designed to allow for open transparency at the retail spaces. (PL3.C.1, DC2.A.1)**
- Consider a design with more transparency at the top floors along Roy St. Continue that transparency into the residential portion of the structure creating a "link" between the two massing's at the upper stories. (DC2.B.1)
 - Consider a glass gasket between the Roy St massing and the 'back' residential massing. The gasket should be transparent and easily readable at both the 4th Ave N and the alley facades. (DC2.C.1)
 - As the Roy St and 4th Ave N corner is highly visible, design the corner with a bolder design statement. Redesign the windows at the corner so the proportions are visibly pleasing. (CS2.C.1, DC2.III.i)
 - Provide datum and material consistency. (DC2.B.1)
 - Design the parapet/top of the structure to connect the structure. (DC2.B.1)
 - Solid parapets above the commercial space are appropriate, however to reduce the appearance of mass, provide open parapets and railing at the residential portion. (DC2.A.2, DC2.III.ii)
 - Provide more transparency at the alley corner along Roy St. (PL3.C.1)
 - Study the application and transition of the different building materials. (DC4.A.1)
- 2. Streetscape: The Board supported the three retail entries and floor elevation changes along Roy St. They gave guidance to design a stronger connection to the sidewalk with less planting, and more openings. They were concerned about the limited possibility for spill out of the retail spaces, as the sidewalk is narrow. (CS2.B.2, CS2.I.i, PL3.C.1)**
- Consider either a greater setback along Roy St, or windows and doors that can open the space into the street, to provide flexibility for a variety of tenant uses. (CS2.I.i, DC2.B.1)

- b. Wrap the building corners including the alley, at the retail spaces, with glazing to provide more transparency. (CS2.C.1, PL3.C.1)
 - c. Design a continuous canopy along the retail frontage, with a spandrel or clerestory above. (PL2.C.1, DC2.III.iii)
 - d. The corner of Roy St. and 4th Ave N corner needs a bigger statement, to take advantage of its high visibility. (CS2.C.1)
- 3. Entries: The Board supported the location of the commercial and residential entries and the bike storage entry, but voiced they should read differently. (PL2.I)**
 - a. The Board supported the three retail entries and floor elevation changes along Roy St. (PL3.C.1)
 - b. Supported the bike entry, but agreed it needs to be designed to celebrate the entry. (CS2.III.i)
 - c. Consider a gate designed as a piece of art work at the bike entry. (PL3.A.4)
 - d. Project signage should reference the character of Queen Anne. (PL2.I.i)
- 4. Open and Amenity Space: The Board was not in favor of the departure request to provide the ground level amenity space required in the LR3 portion of the site on the roof instead. They gave the following guidance for common open space and the proposed private below grade open space along the north side of the structure.**
 - a. Provide common amenity areas at both corners of the site along the north property line. (PL1.C.1, DC3.C.2)
 - b. Pull back the structure to provide common open space off the alley. (DC3.B.4)
 - c. Locate the 'back' door to activate pedestrian circulation in the common amenity space and alley, and relates to the proposed project across the alley. (CS2.B.3, PL1.B.3, DC3.B.4)
 - d. The below grade private open space should not appear as a horizontal shaft, instead create usable private open areas that have a sense of openness and sunlight. (DC3.A.1, DC3.C.2)
 - e. Design for "eyes" into the lowered open space to provide security. (PL2.B.1)
 - f. Finish the retaining wall along the private open space in an interesting way and provide a change of paving materials and a variety of planters (consider moveable planters) between the units. (DC4.A.1, DC4.D.2)

At the Recommendation Meeting provide the following:

- Show where solid waste will be located and how it will function.
- Provide a street level perspective of the residential entry.
- Provide a detail with materials of the canopy at the residential entry.
- Provide a plan detail of the entry into and the interior, of the residential lobby.
- Show what the townhouse stoops will look like, including materials and landscaping.
- Study the relationship between this project and the proposed development to the east. Study the proposed project plans to make sure windows don't align.

INITIAL RECOMMENDATION MEETING January 20, 2016

- 1. Architectural Concept and Design: The Board supported the architectural concept and appreciated the building modulation, contemporary design, proposed materials, LED light in the alley and landscaping. They stated the use of brick and the building proportions respond well to the neighborhood context. (CS3.A.2, DC2, DC4.A.1, DC4.D.1) The following guidance was given:**

- a. Find an alternative location for (or eliminate) the proposed dog run at the northeast corner of the site at the alley. Provide landscaping or another outdoor use at the location. (DC4.D.1, DC3.B.1)
 - b. Provide a design that has consistency in the alignment of material joints/reveals on the exterior elevations. (DC4.A.1)
2. **Roy St and Brick Corner Design: The Board supported the angled facades, setbacks and rollup doors proposed along Roy St. They noted the SW corner entry plaza is intriguing, as a small urban refuge, or neighborhood nook space. (CS2.III.ii, PL3.C.1) The following guidance was given:**
 - a. Detail the brick siding to come down to the concrete sidewalk and entry plaza at the SW corner. (DC2.D.1, DC4.A.1 DC4.I.i)
 - b. Consider a brick soldier course at the window and reconsider the location of the contrasting header course location. (DC2.D.1, DC4.A.1, DC4.I.i)
 - c. Provide precast concrete sills at the windows at the brick siding. (DC2.D.1, DC4.A.1)
 - d. Bring the brick siding or the dark grey fiber cement siding up to the orange 'gasket' on the west elevation. (DC2.B.1)
 - e. Design a clear signage concept that works with the brick. (DC4.B.2)
3. **West Elevation and North Elevation: The Board gave guidance to design the orange 'gasket' on the 4th Ave N elevation, between the commercial massing along Roy St. and the residential massing to the north, as an anchor element. The Board affirmed the gasket is a critical design element that needed to be strengthened at the roof line. The Board also voiced that the 2nd and 3rd levels north of the gasket along 4th Ave N, should read as a strong horizontal zone. (DC2.B.1, DC2.C.2) The following guidance was given:**
 - a. Study the roof lines along the west elevation and make the gasket top different or higher. Consider no roof overhangs at the gasket. (DC2.B.1, DC2.C.1)
 - b. Provide transparency at the ground level of the gasket element along 4th Ave. (PL3.C.1)
 - c. Design the 2nd and 3rd levels as a strong horizontal middle zone. Provide a belly band at the line of the entry canopy, and simplify the siding textures and colors. (DC2.B.1, DC2.C.2)
 - d. Maximize the clarity of the residential entry and minimize the exterior door at the hallway, north of the entry. (PL2.I.i)
 - e. Simplify the ground level window sizes at the north part of 4th Ave facade. (DC2.III.i)
 - f. Supported the bays on the north elevation but did not support the garden windows. (DC2.B.2)

At the Second Recommendation meeting provide the following:

- A better lighting plan and signage plan.
- Detailing of the brick siding meeting the sidewalk.
- Detailing of the precast concrete sill at the brick siding.

FINAL RECOMMENDATION MEETING March 16, 2016

1. **Architectural Concept and Design:** The Board was pleased that their guidance to relocate or eliminate the dog run, strengthen the roof line of the ‘gasket’, provide transparency to the lower level of the gasket, and for the detailing of the brick siding had been well resolved.
 - a. The Board noted that the following features should be maintained:
 - i. Keep the dog run location on the roof. (DC3.B.1)
 - ii. Maintain the brick detailing as shown in the packet. (DC2.D.1, DC2.I.i, DC4.I.i)
 - iii. Maintain the ‘gasket’ roof treatment. (DC2.B.1)
 - b. **The Board recommended a condition** for the east elevation, to bring the gray siding south of the ‘orange’ gasket, down to the brick siding. (DC2.B.1)
2. **West Elevation:** The Board agreed that the four small windows on the lower level of the 4th Ave west elevation needed further design resolution. As currently shown, the windows are located over a kitchen counter and in a closet. The Board supported the windows and directed the applicant to study if the unit can be redesigned so the light from the windows will enhance the interior space. (DC1.A.4, DC2.B.1, DC2.III.i) The following guidance was suggested:
 - a. Encouraged better functional uses behind the windows. (DC1.A.4)
 - b. The garden windows as shown are suitable. (DC2.B.1)**The Board recommended the following conditions;**
 - c. Provide taller landscaping between the windows. (DC3.I.i)
 - d. Provide consistency of the windows compositional form and glazing type. (DC2.III.ii, DC2.B.1)
3. **Lighting and Signage:** The Board noted the intent of the site lighting was appropriate for the neighborhood. The Board appreciated the whimsy of the LED projected bike image in the alley and noted this feature must be retained. They commented that the signage should have more variety and be more interesting than what was shown but at the same time have restraint. (PL2.D.1, DC4.B.1) The following recommendations were provided:
 - a. Maintain the projected LED bike image in the alley as shown. (PL2.D.1)
 - b. Provide a wider variety of signage. (DC4.B.1)
 - c. Do not use large neon signage. (DC4.B.1)

DESIGN REVIEW GUIDELINES

The priority Citywide and Uptown guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-D Height, Bulk, and Scale

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Uptown Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Pedestrian Character: Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

CS2-II Streetscape Compatibility

CS2-II-ii. Uptown Park: Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscaped strip in the planting strip, as consistent with the historic pattern in the area. New developments may elect to take inspiration from the Uptown Park District Landscaped Streets Element as endorsed by the Uptown Alliance, for the format of the streetscape. However, adherence to the landscaped streets element is voluntary.

CS2-III Corner Lots

CS2-III-i. Addressing the Corner: Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

CS2-III-ii. Corner Features: Corner lots are often desirable locations for small publicly-accessible plazas, turrets, clock towers, art, and other special features. Design corner retail entries to not disrupt access to residential uses above.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

Uptown Supplemental Guidance:

PL1-II Landscaping to Reinforce Design Continuity with Adjacent Sites

PL1-II-i. Uptown Park Area: Within the Uptown Park character area, streetscape improvements should include a consistent landscaped planting strip between the sidewalk and the street as consistent with the historic pattern in the area. New developments may take guidance from the Uptown Park District Landscaped Streets Element as endorsed by the Uptown Alliance, for the format of streetscape improvements.

PL1-II-ii. Streetscape Landscaping: Throughout Uptown, streetscape landscaping as per the guidelines CS2.II, PL1, PL2 and PL4 is encouraged.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

Uptown Supplemental Guidance:

PL2-I Entrances Visible from the Street

PL2-I-i. Prominent Entrances: Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.

PL2-I-ii. Street Life: Streets throughout Uptown should be sociable places that offer a sense of security, and residential building projects should make a positive contribution to life on the street.

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Pedestrian-Friendly Entrances: Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

PL2-II-ii. Defensible Space: Individual or unit entrances in buildings that are accessed from the sidewalk or other public spaces should consider appropriate designs for defensible space as well as safety features (e.g., decorative fencing and gating). Landscaping should be consistent with these features.

PL2-II-iv. Lighting: Throughout Uptown the use of a pedestrian-scaled street lamp within all character areas is encouraged. In addition, streetscape features such as street clocks and benches are encouraged in Heart of Uptown and Uptown Urban character areas.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

Uptown Supplemental Guidance:

PL3-II Transition Between Residence and Street

PL3-II-i. Front Setbacks: Where feasible, new development in the Uptown Park character area should consider landscaping any setback from the sidewalk. Landscaping within a setback should provide a transition from public to private space and define a boundary between these. The use of raised planters within the setback should be encouraged in some locations where this would reduce impacts to landscaping from foot traffic and sidewalk litter.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose—adding depth, texture, and scale as well as serving other project functions

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept.

Uptown Supplemental Guidance:

DC2-I Architectural Context

DC2-I-i. Human-Scale Design: The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remains compatible with the existing community.

DC2-III Human Scale

DC2-III-i. Proportioned Design: Throughout Uptown human-scaled architecture is strongly preferred. Proportion should be provided by such components as the detail of windows, doorways, and entries. Appropriate scale and proportion may also be influenced by the selection of building materials.

DC2-III-ii. Reduce Visual Bulk: Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

DC2-III-iii. Weather Protection: The use of exterior canopies or other weather protection features is favored throughout the district for residential and commercial uses. Canopies should blend well with the building and surroundings, and present an inviting, less massive appearance.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

Uptown Supplemental Guidance:

DC3-I Landscaping to Enhance the Building and/or site

DC3-I-i. Varied, Integrated Landscaping: Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs. lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

Uptown Supplemental Guidance:

DC4-I Architectural Context

DC4-I-i. Brick/Inlaid Tile in Uptown Park: In the Uptown Park character area, extensive landscaping, the use of brick and inlaid tile as building materials and designs with an appearance of substance and quality are recommended to promote Uptown Park's desired character.

DC4-IV Commercial Lighting

DC4-IV-i .Lighting for All-Day Activity: Uptown accommodates shopping and eating experiences during the dark hours of the Northwest's late fall, winter, and early spring. Pedestrian area lighting is an important feature of each block in the Uptown Urban character area, and the Heart of Uptown character area.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departures are based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departures. At the Final Recommendation meeting 1 departure was requested.

1. **Facade Length (SMC23.45.527.B):** In Lowrise multifamily zones, the Code requires that the maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line or street or alley lot line shall not exceed 65% of the length of that lot line The applicant proposed a facade length of 100' within 15' of the north property line, which is 83.3% of the length of the lot line.

This departure would provide a design that would better meet the intent of the Design Review Guidelines **DC2-B-1. Façade Composition** by allowing the structure to continue the west facade location from the NC zone without a break or setback in the Lowrise zone.

The Board voted unanimously to grant this departure as the required open space in the Lowrise zone will be provided.

RECOMMENDATIONS

The recommendation summarized above was based on the design review packet dated March 16, 2016, and the materials shown and verbally described by the applicant at the March 16, 2016 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, five Design Review Board members recommended APPROVAL of the subject design and departures with the following conditions:

1. On the east elevation bring the gray siding south of the 'orange' gasket down to the brick siding. (DC2.B.1)
2. Provide taller landscaping between the windows on the north section of the lower-level west elevation. (DC3.I.i)
3. Provide consistency of the windows compositional form and glazing type at the windows on the north section of the lower-level west elevation. (DC2.III.ii, DC2.B.1)

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the SDCI Director's decision reads in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes the Design Review Board:

- a. Reflects inconsistent application of the design review guidelines; or
- b. Exceeds the authority of the Design Review Board; or
- c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or
- d. Conflicts with the requirements of state or federal law.

Subject to the recommended conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

At the conclusion of the Recommendation meeting held on March 16, 2016, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Five members of the West Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F3).

The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Following the Recommendation meeting, SDCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

Applicant response to Recommended Design Review Conditions:

1. The applicant responded in the MUP plan set by changing the design so that On the east elevation the gray siding south of the 'orange' gasket has been brought down to the down to the brick siding, therefore satisfying condition #1.
2. This condition has not been fully met in the MUP plan set and will be a condition of the building permit (see conditions at the end of the decision).
3. This condition has not been fully met in the MUP plan set and will be a condition of the building permit (see conditions at the end of the decision).

The applicant shall be responsible for ensuring that all construction documents, details, and specifications are shown and constructed consistent with the approved MUP drawings.

The Director of SDCI has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director is satisfied that recommendation 1, of the recommendations imposed by the Design Review Board has been met and conditions 2 and 3 shall be required.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the conditions summarized at the end of this Decision.

II. ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 5/6/2015. The Seattle Department of Construction and Inspections (SDCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Under such limitations/circumstances, mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short Term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes construction-related noise, greenhouse gas, construction traffic and parking impacts, as well as mitigation.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant and no further mitigation is warranted pursuant to SMC 25.05.675.A.

Construction Impacts - Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

Construction Impacts - Noise

The project is expected to generate loud noise during demolition, grading and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends and legal holidays in Neighborhood Commercial zones.

A Construction Management Plan will be required prior to issuance of the first building permit, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at:

<http://www.seattle.gov/transportation/cmp.htm>. The limitations stipulated in the Noise Ordinance and the CMP are sufficient to mitigate noise impacts; therefore, no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; and possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas, height bulk and scale, historic resources, parking, and traffic warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant, and no further mitigation is warranted pursuant to SMC 25.05.675.A.

Height, Bulk, and Scale

The proposal has gone through the design review process described in SMC 23.41. Design review considers mitigation for height, bulk and scale through modulation, articulation, landscaping, and façade treatment.

Section 25.05.675.G.2.c of the Seattle SEPA Ordinance provides the following: "The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project."

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process for any new project proposed on the site. Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to height bulk and scale are presumed to be sufficient, and additional mitigation is not warranted under SMC 25.05.675.G.

Historic Preservation

The existing structure on site are more than 50 years old. The structure was reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structures on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, reference number LPB 481/16). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted for these structures, per SMC 25.05.675.H.

Parking

The proposed development includes 65 residential units with 33 off-street vehicular parking spaces. The Traffic Impact Analysis memorandum done by WCE on May 8, 2015 did not include an estimated parking demand.

The Institute of Transportation Engineers (ITE) Manual includes study sites and parking demand averages across North America. For the Lowrise Apartment building use in an urban area, the ITE Manual describes an average peak parking demand of 1.2 spaces per dwelling unit, which translates to a peak demand for 78 parking stalls. The proposed development could therefore have an impact of demand for 45 on-street parking spaces, beyond the 33 parking spaces provided on site. Peak residential demand typically occurs overnight.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of parking impacts in the Uptown Urban Center. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate impacts of parking demand from this proposal.

Transportation

The Traffic Impact Analysis memorandum done by WCE on May 8, 2015 indicated that the project is expected to generate 13 additional AM peak hour trips and 21 additional PM Peak hour trips, with a net increase of 269 additional daily trips, compared with the existing uses on site.

The SDCI Transportation Planner reviewed the information and determined that these impacts are not expected to be significant and no other mitigation is warranted per SMC 25.05.675.R.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- ☒ Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c)

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC 197-11-355 and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS – DESIGN REVIEW

Prior to Issuance of a Building Permit

1. Provide taller landscaping between the windows on the north section of the lower-level west elevation.

2. Provide consistency of the windows compositional form and glazing type at the windows on the north section of the lower-level west elevation.

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner Beth Hartwick at beth.hartwick@seattle.gov or 206 684-0814.

CONDITIONS – SEPA

Prior to Issuance of Demolition, Excavation/Shoring, or Construction Permit

4. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

Beth Hartwick, Land Use Planner
Seattle Department of Construction and Inspections

Date: October 24, 2016

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by Seattle DCI within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.